





## Intimations.

DAKIN, CRUICKSHANK &amp; CO., LD.

D. C. &amp; Co's

## DISINFECTING FLUID.

Similar to Condy's, at quarter the price.

Large bottles.....\$0.50

Per gallon.....\$2.00

This is a safe and reliable disinfectant and is not poisonous.

NO better preventive against Plague and Disease is possible than a well disinfected house.

DAKIN, CRUICKSHANK & COMPANY, LIMITED,  
VICTORIA DISPENSARY,  
HONGKONG.

Hongkong, 21st May, 1894. 136

A. S. WATSON &amp; CO., LIMITED.

## DISINFECTANTS.

WATSON'S

## CARBO CAMPHELENE.

Is particularly useful for the Toilet and for the Disinfection of Bath-rooms, Sick-rooms, Bed-rooms, Chambers, Commodes, &c., as in place of bad smells it leaves a refreshing odour.

## AS A SAFEGUARD.

A little sprinkled on the Handkerchief or on Cotton-wool and kept in front of the Nose and Mouth in infected rooms or in passing through infected districts is strongly recommended.

## DIRECTIONS FOR USE.

FOR SICK ROOMS AND BED-ROOMS.  
A tea-spoonful in each saucer distributed round the Room or evaporated by the aid of a lamp.

FOR SPRINKLING OF SPRAY.  
A wine-glassful to a pint of water.

## CARBOLIC POWDER.

For the purification of Houses, Cess-pools, Drains, Water-closets, &c., and for the Disinfection of Sick-rooms.

## CARBOLIC ACID.

## FOR DISINFECTING PURPOSES.

Half-an-ounce (about one table-spoonful) of this Acid when well mixed with one quart of water forms a superior disinfecting and deodorizing fluid.

Half-a-pint of the Solution thus formed, when added to any vessel used in the Sick-room, will prevent any unpleasant effluvia, and preserve the contents for Medical inspection. It also purifies Drains, Water-closets, &c.

A tea-spoonful of Carbolic Acid exposed on a plate or other vessel in a Sick-room will purify the air and prevent contagion.

## PERMANGANATE DISINFECTANT.

Similar to Condy's but cheaper, 50 cents a quart bottle.  
A nice clean disinfectant for Dwelling-rooms and Bath-rooms.

## CHLORINATED LIME.

## THE HONGKONG DISPENSARY.

Hongkong, 6th June, 1894. 15

## NOTICE TO SUBSCRIBERS.

FROM AND AFTER THE 1st OF JANUARY, 1894, THE SUBSCRIPTION TO "THE HONGKONG TELEGRAPH" WILL BE THIRTY DOLLARS PER ANNUM, OR TWO DOLLARS AND A HALF PER MONTH.

ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

## MARRIAGE.

At Chefoo, on the 4th June, 1894, at St. Andrew's Church, and afterwards at the British Consulate, ELLEN ELIZA MAUD NEWMAN, youngest daughter of the late Edward Newman, Family Hotel, to JAMES GLASSBY, I.M. Customs, Chefoo.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 13, 1894.

## TELEGRAMS.

## THE LONDON CAB STRIKE.

LONDON, June 11th.  
The strike amongst the London cabmen has ended.

## TROUBLE IN MOROCCO.

Owing to the death of the Sultan of Morocco political troubles are feared in that country. The Foreign Consuls demand that war vessels be sent to provide for possible emergencies.

THE POLITICAL CRISIS IN AUSTRIA.  
The Hungarian crisis has been settled. The Emperor of Austria-Hungary has called on Dr. Weyerle (late President and Minister of Finance) to reconstruct the Cabinet.

## FRANCE AND SIAM.

The situation at Bangkok is strained. The Siam Government having refused to produce Phra Yot for judgment at the second trial, stating that the French would seize and convey him to a French gunboat.

## FRANCE AND AFRICA.

Sir Edward Grey stated that the British Government had intimated to France its readiness to enter into a general discussion of all African questions, for the purpose of placing the relations of the two countries on a better footing.

## BUI GARIA.

PARIS, June 3rd.  
The popular excitement against M. Stam-boulic is leading to great disorders.  
M. Stolleff has reconstructed the Cabinet.

## HUNGARY.

The president of the Hungarian Chamber has resigned on account of the defeat of the Civil Marriage Bill.

## FRANCE.

M. Casimir Perier has been elected president of the French Chamber of Deputies, and M. Bureau vice-president.

(Special to Hongkong Telegraph.)

## THE LATEST CANTON OUTRAGE.

CANTON, June 13th.  
All is quiet here now. Certain vicious placards about foreigners robbing natives with deadly scent-bags caused the mob to rise on Monday night, and to attack and ill-treat two female missionary doctors belonging to the American Presbyterian Board, who were walking along the street.

Mrs. Halverson was rescued, when in great peril, by the heroic conduct of Mr. Barlow, commander of the Imperial Maritime Customs launch *Fu-mun-tai*.

Order was promptly restored by the authorities, and when I visited Honam to-day the trouble appeared to have entirely subsided. (We are indebted for the above information to the courtesy of the Hon. Chas. Seymour, Consul at Canton, for the United States of America, who may be relied upon to leave no stone unturned in obtaining full reparation for this gross outrage on his countrymen. A representative of this journal left for Canton last night to specially inquire into the trouble and we hope to be able to lay before our readers the results obtained in our next issue. —Ed. Hongkong Telegraph.)

## LOCAL AND GENERAL.

THE *Patellon Nacional*, a Manila daily paper started a few months ago, is dead.

The Canadian Pacific Railway Co.'s royal mail steamer *Empress of Japan* arrived at Vancouver at 8 p.m. yesterday.

Bones.—What caused the water-famine? Herlin Blet—Well, I didn't! I haven't used a drop for a month!

SENOR P. Ortiz de Zugasti, Spanish consul at this port, left this morning for Vancouver, en route to New York by the Canadian Pacific Company's steamer *Empress of China*.

Jinx.—I notice some of our officials refuse to accept the National Bank of China's notes!  
Wily.—Yes, in one case the chaplain is doing as he was done by not long ago by the Bank.

WHEN the Indo-China Co.'s steamer *Wingang* arrived at Singapore from this port on the 5th inst. Capt. St. Croix reported that the second mate of the vessel had died the previous day from rupture of the spleen.

THE Philippines are getting wonderfully civilized. Only a year ago bicycles were practically unknown there, but now it is reported that a native cyclist has been "run in" for running down and nearly killing a pedestrian.

WHY doesn't Alphabet Skeritcho, of Kowloon tin-mine notoriety, who pretends to know everything and a good deal more, tell us how to get rid of the plague, instead of wasting his time concocting utter rot for our moribund Shanghai contemporary the *North China Daily News*?

A *Cohort* in German mythology was a small devil who talked too much and was noted for general imbecility. This interesting fact may point a moral to the reverend homonymous personage of this colony who recommends wholesale and retail playing as a cure for the plague.

THE death is reported of Baron de Overbeck, at one time consul-general at Hongkong for Austria-Hungary, member of Dent & Co., and a keen sportsman. Baron de Overbeck lived in one of the houses on Pedder's Hill which now forms part of the Hongkong Telegraph establishment.

DR. COWIE, who has been practising his profession in this colony for the past few years, left to-day for Europe by the *Empress of China*, and will, we understand, be absent about twelve months. A good fellow Cowie, if his somewhat brusque manners did fall a trifle short of what one would expect from "the caste of Vere de Vere."

On dit that Dr. P. B. C. Ayres, Colonial Surgeon, and Dr. Jas. A. Lowson, Acting Superintendent of the Government Civil Hospital, threaten to retire from active service if they are to be any further interfered with in their exertions to grapple with the plague by Chinese intolerance and Government inactivity. Mitchell-Jones and Johnny Lockhart will doubtless be transferred to the vacant appointments.

In reference to the Royal Artilleryman who is now on the *Hygieia* under treatment for the plague, as reported in our issue on Monday last, we are requested to make a most important correction—that the man was not, as stated, engaged in driving the dead-wagon, nor was he in any way occupied by plague work. His illness therefore means that the dream of European immunity from the epidemic is now for ever dispelled. If he could catch the infection, so can every one of us.

In the Supreme Court to-day Lo Leung, iron-founder, sued the Yin Kee hong for \$750, the price of drainage-gratings made under a subcontract for the Government. The defence was that the price charged was excessive—48 cents per pound, as against 31 charged by other makers; but Mr. Dury, of the P. W. D., stated that the plaintiff's charge was not unreasonable, even though not cheap. Judgment was therefore given for plaintiff. Mr. Grist (Mr. C. D. Wilkinson's office) was for the plaintiff and Mr. C. Ewins was for the defendant.

In remarkable contrast to the "birds-in-their-little-nest-agree" sort of relations existing between ourselves, *Brownie*, and *Granny*, the French journalists of Saigon exhibit a lamentable spirit of animosity to each other. The *Courrier* gives a nasty jab to the *Matin* by publishing an advertisement in this strain:—"Notice.—Several persons who wish to extract public explanations from a certain *Laribo*, known as *Blancard*, promise to hand down reward anyone who will give such information as will lead to the discovery of his place of hiding. Apply Ly Lavollée, Poste Restante, Saigon."

WHAT has become of Dr. Jimmy Cantle? The boss "Odd Volume" would be a useful man in Hongkong just now. Oh! Jimmy, we have missed you, &c.

Old Soak.—There is one part in which you'd make a grand success!  
Kitts.—What's that?  
Old Soak.—A plague-patient!

THE British steamer *Riversdale*, which has been ashore in the Hainan Strait and only got off after lighting about a thousand tons of her cargo of coals, arrived here this forenoon, with, we are informed, her fore-pole and ballast tank full of water. She will, of course, go into dock.

A CANTON correspondent writes:—"Two missionary ladies (Dr. Halverson and Dr. Fulton?) while visiting some sick Chinese women at Honam were mobbed about noon on Monday and severely knocked about—especially the former. They would probably have been killed but for the timely assistance of a European employé of the Chinese Imperial Customs, a powerfully built man of over six feet in height, who defended the lady against the refractory mob with great bravery. When the trouble became known, the police at once despatched several Government launches, and a detachment of soldiers to clear the street. As usual, no arrests were made. Why don't these sky-pilots go to Hongkong, where they are so badly needed? We certainly don't want them here."

WE note the arrival from Marseilles by French mail this morning of Monsieur E. Meyer, well-known in commercial circles as the manager of the Banque de l'Indo-Chine, who, with Madame Meyer, has taken up his temporary residence at the Mount Austin Hotel. The special mission of this gentleman to the Far East can hardly be regarded as a secret in Hongkong. It has been currently reported for a considerable time past that it was in serious contemplation by the direction of the Banque de l'Indo-Chine to take over the affairs of the Comptoir d'Escompte de Paris, and there can be very little doubt that M. Meyer is now in this colony to make the necessary arrangements. We shall await further developments in this connection with more than ordinary interest, as the Banque de l'Indo-Chine is in a position to offer a very formidable opposition to the Hongkong and Shanghai Banking Corporation.

BRITISH war-vessels, British sailors, British money, everything in fact that was once supposed to be a British specialty, is now "made in Germany" at least somebody has been telling Viceroy Li Hsun-chang something to that effect—*vide* the *Shanghai Mercury*. Tinseltins correspondence published in another part of this issue. Our German friends have yet something to make, and we hope they will do the job quickly—which is to make a colony for themselves, at their own risk and at their own expense, and then they can clear out of Hongkong at express speed. The "Chinese of Europe" and the "Indo-Chinese" are the two mainstays of the colony, and the British pattern in Hongkong is being strained a trifle too much at present, and that fact had better be fully recognised to prevent serious trouble in the very near future. Will Brother Bertrix Blet kindly note!

OUR Nagasaki contemporary has been getting on its hind legs to bark at the moon because some British men-of-war have been despatched to the assistance of a stranded British ship. This is what the *Kiung Sun* has to say:—"Nothing has yet been published as to how the squadron of men-of-war are progressing with the contract forced upon them of digging out and towing off the beach at Tanegashima the abandoned sailing vessel *Drumellan*. While some are sanguine that the efforts of the half-dozen men-of-war and their crews will prove successful, there are as many who are equally confident that the attempt will result in complete failure, if not disaster. That such forcible energy should be exhibited where neither life nor property are in immediate danger, contrasts very strangely with numerous cases of cruel indifference we could point to as having occurred during recent years, and which lead to the conclusion that some undue influence has been brought to bear by those peculiarly lit rested. Briefly, the case is as follows:—The *Drumellan* gets high and dry on a sand-bank. She is deserted by her captain and crew, who arrive here and fall upon the Consul's hands. The sailors, with the exception of the man at the wheel who eventually disappears, are sent to Hongkong. The ship is surveyed, condemned, abandoned, and upon the point of being set at auction, when instructions are issued that she is to be taken in hand and floated by ships of the British Navy, for the benefit of the underwriters. The next thing we shall hear of will be men-of-war carrying cargo and passengers for a private Co. in the event of a breakdown. The matter is not yet finished, and later on we may have occasion to refer to the subject again. Why, we would ask, do British men-of-war in these waters for if not to render assistance when British interests are imperilled? Instances are on record when the services of a man-of-war have been withheld but, after the *Drumellan* case, this cannot well occur again."

## THE PLAGUE IN HONGKONG.

The preposterous and wholly unjustifiable notion is still prevalent among the lower orders of Chinese both here and in Canton, that the local authorities have been and are still neglecting the duty of placing strict barriers between the colony. It has been stated in these columns over and over again that no one has the slightest doubt that the hapless sufferers should remain in the colony against their will—in fact the sooner the exodus becomes general the better will it be for all concerned, as the "fewer cases of sickness we have to deal with the better." Shall we be able to thoroughly cleanse the congested parts of the city and suburbs and thoroughly stamp out the plague. In view, however, of the ill-feeling manifested towards foreigners which the false and malicious canards circulated by unscrupulous anti-foreign agitators tend to keep alive, it might prove a distinct advantage at the present juncture were Governor Sir William Robinson to issue a proclamation in Chinese setting forth in the plainest terms possible the absolute futility of the ill-founded rumours which have been current for the past few weeks, and assuring the masses that what has been and is now being done is for the welfare of all classes of residents of the colony; that the burying of bodies of victims of the plague in quick-lime is practised in all civilized countries, and that were they not so interested they could practically be no and to the ravages of this deadly disease. Such a proclamation would have a pacific effect, for it would give the lie direct to those who have been working upon the credulity of the ignorant masses in the most baseless manner, and it would leave no further room for doubt in the minds of the superstitious classes that they are affected by the "coarse." A copy of this proclamation forwarded to the British Consul, Liang Kung, with the request that he should have it posted throughout the city and suburbs of the city, would be a course which I adopted would probably pave the way for a much-to-be-

desired friendly understanding between large numbers of misguided Chinese and the foreigners resident on the outskirts of their populous but ill-governed country. In view of the recent outbreak at Honam and the inflammatory placards which for days past have been posted in the public thoroughfares of the city of Canton there could it be reasonable to assume, be no objection on the part of the powerful strap who rules over the two Kwang provinces to at once issue the desired notification.

The fiery and untamed Chinese gunboats *Kwang-kang* and *On-lan*, which arrived here yesterday from Canton under charter to the Committee of the Tung Wah Hospital, left last night on their way to Hongkong with four large "flower-boats" full of plague-patients who were taken on board at 3 o'clock from that respectable apology for a hospital at Kennedy town which imaginative Celestials consider a branch of the "Tung Wah." Tomorrow, and presumably every day until the plague is stamped out, Chinese croakers will make daily trips from Hongkong to Canton on similar so-called errands of mercy. And perhaps it is as well that they should do so, for apart from the affront which this new order of things means as regards Doctors Ayres, Lowson, Penny, and several military and naval medical practitioners who have been indefatigable in their efforts to save the lives of victims of the plague, and who in several cases have effected highly meritorious cures, they are sure to die if left in the Glass Works depot. The Tung Wah "experts," on the contrary, have effected no cures since handed, and regret their gates alone going, up to the time of writing, out of the premises a corpse a few hours afterwards!

And now that arrangements have been made for "packing off" the Chinese plague patients to Canton as fast as possible, there to live or die as Fate will have it, the question naturally arises—why should the native doctors of the greatly-vaunted Tung Wah Hospital exhibit pleasure at the success which has attended the efforts of their Committee to rid the colony of plague patients? The answer is simply this, that Tung Wah's medicine-men, ashamed of their utter incompetency to effect cures, are desirous that the foreigners shall no longer be daily informed of the great number of patients who die under their treatment. Moreover, they wished to be relieved of the grave responsibility which a weak-kneed Government recently allowed them to assume.

Cases have been reported to-day from Jubilee, First, Third, and Aberdeen Streets, and several from various parts of Queen's Road.

The latest official returns are:—

From noon yesterday until noon to-day:—

	New Deaths	Rem. under treatment
Hospital ship <i>Hygieia</i> .....	0	0
Kennedy-town Hospital.....	5	1
Glass Works (Tung Wah).....	47	51
Private houses.....	0	26

Total.....52 82 1 295

Deaths from the outbreak (5th May), up to June 12th, noon, 1,547; grand total, 1,629.

From noon until 5 p.m. to-day, at the Tung Wah branch hospitals (including Glass Works and Slaughterhouse):—New cases 19; of which 12 died; arrivals; deaths since, 10; removed to Canton, 3; men and women; total remaining under treatment, 160.

## CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

## THE BRITISH NAVY ON SALVAGE WORK.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—I trust that your correspondent has recommended highly "Mother Selge's Syrup"—but we have not heard from him for over two months, and it is to be feared it had a bad effect on him; or has he taken to sack-cloth and ashes in penance for the slur he cast in his reply to "Tramp's" letter? Never mind him, however; with all his faults I wish him well, on his journey up and down the coast, and would refer him to the *Kobe Chronicle* of May 26th, front page, fifth column, or the *Nagasaki Evening Sun* of 30th May, second page, fifth column, or probably any other English paper in Japan of similar date; there he will find that the British fleet is hard at work trying to win honours at the rescue of an old wreck high and dry on the island of Tanegashima, given up by her crew and owners as absolutely hopeless and not worth the trouble of throwing good money after bad. I have to point out to the remarkable contrast between this of the *St. Asaph* case. Had any of the British warships been as ready for such work on receipt of the news of that terrible disaster, very probably some poor fellow might have been picked up floating about on a piece of timber, or even if no such tangible good had resulted they would have had the satisfaction of having done their best, and of proving to our British sailors that they do not look after them when they meet with misfortune. I have seen where they are many in Hongkong who could give instances in which shipwrecked people have been able to float about as long as 48 hours or more. Yet the British Navy did nothing to help the *St. Asaph* people, but now this old wreck which is in nobody's way and has nobody to care for is being made the object of terrific exertions. Perhaps even now the sunken *St. Asaph* is a danger to navigation, with masts erect, high enough to the surface to take the bottom out of a deep-draught steamer in a heavy sea, and cause another "unexplainable" disaster before a boat could be lowered. On the British coast and especially in the shallow waters of the North Sea, whenever a vessel is wrecked the spot is carefully surveyed and the masts pulled out if necessary. The magnificent mail steamers of the North Atlantic will always stop and do their best to save life from a wreck, but never waste a hand's time on a derelict where no life is in danger. I do not think that the people who pay taxes to keep up the British Navy would complain if their servants would make every effort to save life, grumble as long as the Navy never moves a finger to earn its keep, but instead goes in for expensive operations on an ancient hulk that is not worth the trouble of saving, even in her owners' estimation. When a warship gets ashore we have to pay heavy amounts to British and foreign salvage companies; of course in the Navy as everywhere else "practice makes perfect," but they might as well practise on something worth trying.

Now therefore I hope that "Coaster" will see that "Tramp" had good reason to grumble; and not "Coaster" alone, but the responsible authorities as well. I for one hope that when (as must inevitably occur some day, more's the pity) we hear of another maritime disaster, "Tramp's" letter will bear good fruit, and the British fleet will be, as its boss, "ready, steady!" I apologise for troubling you so much, and remain, Yours faithfully, SAMPAN.

Kobe, June 6th, 1894.

## THE HONGKONG ELECTRIC CO., LD.

The following is the report of the Board of Directors to the fifth ordinary yearly meeting of shareholders to be held at the Company's offices (No. 9, Queen's Road) at noon on Monday, the 25th day of June:—

Gentlemen.—Your Directors have the pleasure to submit the Company's accounts for the year ending 30th April last, and they can again point to a steady progress in the Company's business, the working account showing a credit balance of \$6,310.94, which, transferred to profit and loss account, leaves it with a balance to the credit side of \$2,248.47; while the amount overdrawn at the Company's bankers has during the year, been reduced from \$12,267.17 to \$6,339.97.

There has been hardly that rapid extension of the Company's operations which your Directors had hoped for, still there is a steady increase in the amount of house-lighting, and the benefit from the installations now being fitted will soon be showing itself in the earnings.

Notice has been given that shares on which the calls have not been paid will be dealt with according to the Articles of Association.

The Manager's report is, as usual, annexed, and shows the increase in the supply of the incandescent light, and the installations now in progress. There has been a smaller amount of installation work done during the year, also of outside work.

## DIRECTORS.

The Directors regret the death of Mr. J. S. Laprak, which occurred during the year; the vacancy thus created has not been filled. The Hon. C. P. Chater and the Hon. J. J. Keswick retire by rotation, but being eligible, offer themselves for re-election.

## AUDITORS.

The accounts have been audited by Messrs J. Ross and J. C. Peter, in the place of Messrs. G. Stewart, absent from the Colony, and H. Hunter, and they offer themselves for re-election.

## H. L. DALRYMPLE, Chairman.

Hongkong, 7th June, 1894.

HONGKONG, 7th June 1894

To the Directors of the Hongkong Electric Company, Limited.

Gentlemen.—On the 10th April, 1894, the number of lamps installed and supplied from the Company's incandescent lighting plant amounted to 1,143, equivalent to 1,950 lamps of 8-candle power and in addition 40 lamps were in course of installation.

I have now to report that on the 30th April, 1894, the number of lamps installed and connected to the Company's mains amounted to about 1,400, equivalent to 2,240 lamps of 8-candle power.

In addition to the above, some 700 to 800 lamps were in course of installation, some of which have since been connected. Orders for installation of upwards of 60 lamps have since been received.

The number of arc lamps supplied for street lighting remains the same as at the date of the last report.

The plant and machinery have been maintained in good working order.

I am, gentlemen, Your obedient servant, W. H. VICKHAM, Manager.

## NEWS BY THE AMERICAN MAIL.

The following telegrams from our San Francisco exchange were "crowded out" of last night's issue:—

BUENOS AYRES, May 10th.  
Ex-President Caceres has been re-elected President of Peru.

BUDA-PESTH, May 10th.  
The House of Magyars to-day rejected the civil marriage bill by a majority of 21. A Ministerial crisis is anticipated.

PARIS, May 11th.  
A shocking murder was discovered this morning in a shop near the Post Office, in this city. The shop, which was kept by a young girl who was about 20 years old, has been closed since Tuesday evening, and the proprietress had been missing from her home.

The police forced the doors and found the body of the girl lying on the floor in a pool of blood. Around her neck was a rope, the noose of which had been tightly drawn, and the blade of a razor was imbedded in her throat.

It is believed the crime was committed by a man whom the girl was known to be fond of. The man has not been seen in his usual haunts since last Tuesday, but the police have a clue which they are following.

In the Chamber of Deputies to-day the bill providing that the execution of criminals shall hereafter be conducted privately instead of in public has now passed its second reading by a majority of one. The vote stood 159 to 128.

A motion of urgency upon the question of executing criminals was rejected by the Chamber by a vote of 153 to 124. This result is a victory for the Socialists-Radicals, who are advocating the abolition of capital punishment.

When debate on the bill is resumed the proposal of Deputy de Jeante (Socialist) to abolish the death penalty will be considered.

NEW YORK, May 11th.  
The *Herald's* Montevideo correspondent cables: It is now reported that the description made public by Admiral Goncalves of the Brazilian Navy of the sinking of the *Aguadaban*, the vessel that had been Mello's flagship, by the *Alencar* varied from the real facts.

The officers of the German warship *Arcona*, which was anchored only two miles from the *Aguadaban* when she went down, declare that they heard no explosion of a torpedo, nor did they see any attack on the part of the *Alencar*, although they were watching the movements of the ships.

Before the *Aguadaban* was abandoned, the German officers declare the valves of the torpedo launching-tubes were opened and the vessel settled by the head. The German officers say that they boarded the craft and found her deserted, except for a solitary rooster. The officers and crew of the *Aguadaban* had landed after having refused to request an asylum on the *Arcona*.

The Government has resolved to abolish all its foreign legations except those in London and Paris. General Mitre has been elected a Senator.

LONDON, May 11th.  
The extradition of Charles Menier, the anarchist, accused of complicity in the Café-Very explosion in Paris, was ordered to-day. The magistrate allowed Menier seventeen days to file an appeal.

PARIS, May 11th.  
A bomb was exploded at 11.30 o'clock to-night at the residence of Pierre Masson, a hat manufacturer, at 42, Avenue Kléber. Nobody was injured, and the house was but little damaged. The whole neighbourhood was aroused by the noise, and there was great excitement. There is no clue to the perpetrator.

The bomb was of cylindrical form, and is believed to have contained chloral powder. The

explosion rent the massive oak door of M. Masson's house, and threw some of the servants out of bed. A man has been arrested on suspicion of having caused the explosion. It is believed the outrage was directed against a former public prosecutor of the name of Borret, who lives a few doors away.

The police found two bombs in the street last night, and also discovered and seized a large quantity of dynamite in a house at Paris, a suburb of this city.

The execution of Emile Henry, who threw the bomb in the Café of the Hotel Terminus, has been postponed. It was expected to take place to-morrow morning.

MONTREVIDO, May 11th.

It is rumored that the Finance Minister will resign.

ST PETERBURG, May 11th.

In addition to the recent arrests of forty students on suspicion of being nihilists at Moscow and Smolensk. A printing press which had been used by the students was discovered at Moscow.



T. P. O'Connor presiding. The report of the treasurer shows that the income for the year was £1,101. Addresses were made advising the Irish party to maintain close and constant alliance with the Liberals, inasmuch as the English party had maintained an unwavering fidelity to the principle of Home Rule.

Delegates Quinn, on behalf of the Glasgow branch, moved to rescind the rule compelling Irishmen to vote for Liberal candidates in municipal elections, and to allow them to vote for labour or other candidates. Chairman O'Connor said that would be equivalent to a severance of the Irish from the Liberal party. The delegates from Glasgow, Edinburgh and several other cities opposed the motion, and it was lost by a large majority.

The report of the past year was presented and adopted. It showed a favourable condition of affairs. Timothy Healy made a conciliatory speech, in the course of which he said everybody agreed that the majority must rule, but he declared he was opposed to the idea that the meetings should be secret. He believed the differences between the Parnellites and anti-Parnellites might be settled by the holding of a national convention.

Dillon also spoke, saying he agreed with Mr. Healy that all matters of national importance should be discussed publicly, but he held that changes between the factions of the party should be considered in private. Dillon said he would gladly apologize to Mr. Healy for anything he had said or done in the past if such an apology would tend to heal the troubles.

Continuing, Dillon said the party was in critical shape, but the Government had been loyal to its pledges. The action of the Parnellites in opposing the Government was deplorable. Such a course, if persisted in, would only result in the substitution of a Government by Balfour or Lord Salisbury.

A resolution was adopted by an overwhelming majority, declaring that the discussions in the party should be brought to an end.

O'Connor was re-elected president by an almost unanimous vote.

From beginning to end the proceedings were marked by a conciliatory spirit.

The money market was a trifle easier during the week, but a heavy fall in rates was prevented by the demand caused by the floating of the Indian Council loans. Signs of pronounced ease are at hand, however. The Bank of England has commenced to invest its surplus capital, and a long time is expected that about £5,000,000 will be thrown into the market.

A special dispatch to the Times from Paris says: The compromise effected between M. Eiffel and the liquidator of the Panama Canal Company has been legally sanctioned. M. Eiffel engaged, if a new company is formed, to lend 5,000,000 francs in it, and to accept the lottery bonds of the old company at 125 francs each in settlement of his claims for work executed. If the new company is not formed, he will pay 5,000,000 francs toward winding up the old company, and will rank as a creditor for bills given him on account of work done by him.

PARIS, May 13th. A violent storm-tornado has been arrested on suspicion of being the author of the bomb explosion which occurred on Friday night at the residence of Pierre Macon.

NEW YORK, May 13th. General Harrison intends to leave for Indianapolis to-morrow evening. During his stay here he has met nearly every Republican leader of note in the East, and is presumed to have formed a pretty accurate idea of the chances for his nomination. That he is a candidate none of his intimate friends deny. General Harrison's friends say he is confident of hearty support from all New Yorkers who supported him in 1892.

Herald dispatches from Valparaiso, Chili, say several large failures of business houses there have been announced.

ST. PETERSBURG, May 13th. Arrests continue to be made as the result of the "Newspaper" by the police of the organization known as "The Friends of Political Liberty." One hundred persons, a majority of whom are students, were arrested to-day on a charge of being "liberal members of the organization or indirectly interested in its work. It is certain that many of the prisoners will be transported to Siberia."

A violent fire occurred here to-day. A poor widow, named Jacobine had two children, a girl and a boy, aged 12 and 9 years respectively. The woman was compelled to work hard to support herself and her children, who were young enough to give her any assistance. The children determined to kill themselves and thus relieve her of the burden of their support. To-day they went to one of the bridges spanning the Danube and hanged themselves. Then they hastily kissed each other and before assistance could reach them their bodies were swept out to float. When the mother returned from her work she found her lodgings deserted. She began to look round for the children, thinking that they had gone into the street to play. Not finding them, she returned to her home, when she found a note which she had overlooked in which the children said that as they were only a burden to her they had decided to commit suicide. The widow is frantic because of the loss of her boy and girl, and it is feared she will be incurably insane.

A meeting of workmen was held here to-day in which some speakers indulged in violent language against the authorities. The police were present and attempted to disperse the gathering, but met with determined resistance. It was finally found necessary to summon reinforcements before the hall could be cleared. Several scuffles occurred between the police and the workmen, in which the latter came off second best. The hall was at last emptied of its occupants, who became comparatively quiet when they found themselves on the street with a strong body of police in the vicinity.

RIO JANEIRO, May 13th. An official account of the recent fight between the Government forces and the rebels in the State of Rio Grande do Sul, states that the Government forces were victorious. Several encounters have occurred within a comparatively short time, in all of which the Government troops defeated the insurgents.

The Minister of Marine has resigned. LIVERPOOL, May 13th. A meeting of Irish Nationalists was held here to-day, at which T. P. O'Connor, M.P., presided. Justin McCarthy made a speech, in which he congratulated his hearers on the success of the convention of the league, held in Liverpool yesterday. He made an appeal for funds, saying that the recent collapse and financial distress in the United States and Australia and reports of disunion among the anti-Parnellites had to some extent deprived them of financial support. They could not hope for success without the aid of war. John Dillon followed Mr. McCarthy. He dilated on the responsibility that would devolve on those opposing the evicted tenants' bill, if it should fall of passage. Michael Davitt and other Irish members of the Commons spoke.

Buenos Ayres, May 13th. In his message to Congress delivered on the assembling of that body yesterday, President Pena said the present treasury reserve amounted to \$26,000,000 in cash. He recommended that a discussion of the State bank question be postponed.

It was added that the amount of treasury bills had been reduced to \$750,000. These are payable at maturity. No further bills will be issued. The last revolution cost \$6,000,000.

LONDON, May 13th. It is officially announced that Mr. Mundella, president of the Board of Trade, has resigned. A. R. Mundella, Sir John Gorst and Sir James Ferguson were recently summoned to appear before the Queen's Bench division of the High Court of Justice for examination as to the affairs of the defunct New Zealand Land Company, of which they had been directors.

Mr. Mundella, as stated in court, had resigned from the board of directors when he was appointed to the presidency of the Board of Trade. At the time he had 550 shares of the company's stock, which he subsequently sold. He denies that he ever agreed to the issue of any misleading prospectus, but he admitted that he had given his assent to the declaration of a dividend, although the fiscal officer or the company expected a deficit of £447,000.

The admissions made by the directors at their examination caused severe criticism to be made upon them, and it is undoubtedly this fact that has led to Mr. Mundella's resignation.

The Times says this morning: "A very grave case has been terminated by the resignation of Mr. Mundella. We regret that a useful official's career has ended in so melancholy a manner."

The bankruptcy statement of Gaskell & Son, commission brokers of Liverpool, who failed recently, shows liabilities, £44,995 sterling; assets, £1,044.

NEW YORK, May 13th. The Herald's Buenos Ayres dispatch says: Reports have reached here of desperate fighting between the Government forces and the rebels in the interior of Rio Grande during the last few days.

It is generally believed that matters are far from adjusted in Rio Grande, and that some big movement affecting the province is on foot. The rebels' committee is in Montevideo, but is conducting its proceedings with great caution.

The Brazilian Government, however, allows cipher telegrams to be transmitted, which is regarded in commercial circles as indicating that the officials believe there is no trouble in the country which menaces the national safety.

LATE TELEGRAMS. LONDON, May 13th. Sir Charles Dilke advises Lord Rosebery's Government to continue the present season of parliament throughout the whole year, devoting its attention chiefly to the Evicted Irish Tenants' Bill and the Welsh Church Disestablishment Bill. After these measures have been secured, Sir Charles Dilke suggested the introduction of a Bill providing for the limitation of the power of the House of Lords, which they possess in vetoing all measures passed by the House of Commons.

Should the Lords reject such a Bill, Sir Charles suggests that the Government immediately have a dissolution, and appeal to the country.

A body of Mexican troops fell into an ambush in a mountain defile in Mexico, and were attacked by Yakul Indians, who almost annihilated the force. Two hundred soldiers were killed. The Indians treated the dead and wounded with great barbarity, flaying the feet of the wounded.

Much anti-English feeling is expressed in Germany respecting Samoa, fears being entertained that America will become the tool of England. This feeling has been increased by the despatch of the Bismarck and other ships to reinforce the Bismarck and other ships in Samoa.

May 13th. The Great Aurora Copper Mine at Michigan is on fire. Five hundred men are employed. A previous copper mine fire in Michigan raged for two years. The miners who were below during the fire at the Great Aurora copper mine, Michigan, have all been rescued.

Severe election fighting has taken place at St. John's, Newfoundland. The opponents of the Government captured the carriages of their opponents, and after a desperate struggle dragged them to the coast and hurled the empty vehicles into the sea.

A suicidal epidemic prevails in Paris, and even young students and children are taking their lives.

Forty of Coxey's labour army are charged with stealing a train, and have been sentenced to long terms of imprisonment.

During a faction fight at an Orangemen's funeral at Portlough, County Armagh, Ulster, pistol shots were freely exchanged and many persons were wounded. Numerous arrests were made.

The Pall Mall Gazette maintains that British naval supremacy is absolutely doomed. The Admiralty immediately increases the Mediterranean fleet, instead of strengthening the Channel Fleet. The French war vessel, the Chantecler, the British by two to one, with twice the number of men, whilst the French coast is lined with torpedoes and torpedo boats.

Talmage's Brooklyn tabernacle, at one time used by the Rev. Henry Ward Beecher, was completely destroyed by fire on Sunday morning shortly after the congregation had dispersed. The fire originated from electric motors which were used for supplying organs power. The damage is estimated at £200,000. In addition to the burning of the great building, the valuable Holy Land relics belonging to the Church have been destroyed. The fire spread with great rapidity, and the Regent Hotel, situated close to the Tabernacle, was soon in flames. Before the fire was got under, both these extensive buildings were burnt.

A great maritime strike is impending. All the London seamen and firemen are likely to be ordered out owing to the failure to readjust the present rate of wages. Mr. J. H. Wilson, M.P., secretary of the National Amalgamated Sailors' and Firemen's Union, is credited with endeavouring to organize a general maritime and labour strike for an increase of wages.

A Convention of the Irish National League has decided to take steps to consolidate the Home Rulers and endeavour to heal the feuds in the party lately made prominent by the pronounced opposition of the Parnellites to the Government.

Savage anti-Jewish riots are reported from the province of Ekhoranov, in South Russia. The police who were infuriated by cries of "Revenge on the bloodsuckers," pillaged and burned the houses of the Jews and brutally stoned and killed many.

It is reported that a slight shock of earthquake has been experienced at Malta.

A new and interesting development has taken place in connection with the colliery strike in Maryland, one of the middle Atlantic States of America. The wives of the miners who struck work declare that if their husbands do not return to the mines they will turn colliers and will keep the mines going.

Another Army of the unemployed is marching from Indiana to Washington for the purpose of presenting a petition in favour of legislative suspension of immigration to the United States.

There are indications of an American coal miners' strike spreading from Pennsylvania and Missouri to Alabama and Maryland.

One hundred further arrests have been made in connection with the nihilist conspiracy at St. Petersburg, including priests, bankers and leading Russian officials.

Strenuous efforts are being made by Prince Ferdinand of Bulgaria, to bring about a defensive alliance between Turkey and Bulgaria. Two of the principal schemes are the abolition of the Customs frontier duties, and the attachment of a number of Bulgarian officers to the Turkish army.

May 16th. At a mass meeting the London cabmen resolved to strike and to proceed with it forthwith. Seven thousand are likely to go out, but four thousand refuse. The employers of the drivers state that they cannot afford higher wages, as their returns do not exceed 5 per cent. on the capital invested.

Five thousand drivers have joined the Cabmen's Union, which body have made an offer to the proprietors of 15s. per day as a regular payment for the use of cab and horses. Much inconvenience is caused at the West End through the cabmen's strike. One hundred and forty of the minor cab owners have acceded to the drivers' demands for a reduction in the price of hiring a cab to work fifteen shillings per day. The London Press favours the reduction, whilst agreeing that the supply of vehicles is altogether disproportionate to the demand.

Coming to the disorderly behaviour of the undergraduates at Oxford University, a number of the undergraduates have been rusticated. A full thousand of their confederates marched with them to the Railway Station amidst a demonstration of strong discontent and great excitement over the victims sent down.

The mortality rate amongst the residents in the model dwellings erected for the poor in the East End of London averages forty-one per thousand, as compared with the general average for England. Sanitary experts describe the dwellings as overcrowded, and hygienically defective, whilst directing attention to the fact that the poisonous gases in the atmosphere of East London have increased in volume during last year, being now 568.

A brutal agrarian outrage has been perpetrated at Castlebar, County Mayo. A farmer named Mitchell has been beaten to death for leasing an arable field to a tenant's farm. Several arrests have been made.

Some boys set fire to the Grand Stand in the City Baseball Ground, Boston, and the flames spread over twelve acres of buildings. Five hundred persons were rendered homeless. Nineteen adults were injured, and forty children are missing through the Boston conflagration.

May 17th. The yacht Valkyrie, recently owned by Lord Dunsany, but which has been since sold to an Italian Count, has foundered off the African coast. All on board were drowned.

Terrible floods have occurred at Wisconsin, Minnesota. The damage done amounted to half-a-million pounds.

May 25th. Admiral Fisher, and the officers of the American cruiser Chicago, now lying off Gravesend, were banqueting last night at St. James's Hall. Lord George Hamilton presiding, and Lord Roberts, Admiral Hornby and many naval and military officers were also present at the gathering, which was brilliant and representative.

Most cordial wishes were exchanged. Lord Roberts, in proposing the health of Captain Mahan, welcomed the Americans as brothers, and alluded to the beneficial influence produced on the mind of the British public by Captain Mahan's book.

May 26th. The Queen's Birthday Gazette contains the following: Donald Stewart and Lord Wolseley have been made Field Marshals.

To be G. C. B.—Generals Sir Robert Bright, Sir R. Phayre, Sir Chas. Palliser, Sir Chas. Arbuthnot, and Sir Redvers Buller.

To be K. C. B.—Generals Sir Jas. Browne, James Abbott, Robert Caldwell, J. Nuttall, Henry Hastings Wood, Forester-Walker, Newbridge, Brackenbury, Robert Hughes, and Robert Hall, Surgeon-General Mount, and Colonel William Gwyn.

To be C. B.—Surgeon-General Manley; Colonels Lutwyche, Horace, Francis, Caldercott, Francis Hastings, McIntyre, Francis Ward, John Jopp, Jones-Vaughan, Edmund Eyre, William Kelly, Charles Stockley, George Gough, John Barnard, Holdich, Edward Bullton, William Walters, Headfort, Herbert L. Cook, and Arthur Corbet (Royal Marines), and Mr. Grove, the musician.

Admiral Fremantle and the Hon. G. T. M. O'Brien, Colonel-Secretary of Hongkong, have been created Knights Grand Cross of St. Michael and St. George.

Mr. Grinlinton, of the Ceylon Legislative Council, has been knighted.

Mr. Gladstone (Egypt), Mr. Valance (Australia), and Mr. Brennan, British Consul at Canton, have been appointed Companions of St. Michael and St. George.

The Hon. George Goschen has raised a distinction on Sir John Lubbock's motion, Sir E. Grey, however, declined to make any statement regarding the Anglo-Chinese Convention until he was quite sure the convention had reached Pekin. Great Britain, he said, objected, pending the complete execution of the Franco-Siamese Treaty, to any commercial agreement between France and Siam, whereby British trade would be deprived of its play.

France had declined to recognize the dispute with England, as the Government was anxious for a clear understanding, averting all risk of friction for many future years.

Surrey has beaten Middlesex at cricket by five wickets; and Yorkshire has beaten Sussex by an innings and 36 runs.

May 27th. Mr. Gladstone is making excellent progress. Much attention is felt at the Cape that only the name of Col. Gold-Adams appears in the Birthday Gazette for decoration, the Chartered Company's officers having been quite ignored for the Matabel campaign.

The acrimony in the French Press regarding the Congo treaty increases, and an excited debate on the question is expected as soon as the new Ministry is formed. The French right to pre-emption of the Congo affords a ground for effective protest.

The Brazilian Government have accepted the mediation of Great Britain in the dispute with Portugal regarding the rebels who escaped in Portuguese war-vessels.

## Intimations.

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Hongkong, 26th April, 1894.

ST. PETERSBURG, May 20th.

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(FROM OUR CORRESPONDENT.)

Tientsin, June 4th.

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I learn that the schemes to start the opening of mines in Shantung, Chihli, Shenghsing, Jehol and Kirin have received official permission.

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Dated 14th June, 1894.

ARNHOLD, KARBURG & Co.,  
General Managers.

Hongkong, 13th June, 1894. [593]

## NOTICE TO CONSIGNEES.

S. S. "TARTAR,"  
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon, Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to sale.

All claims against the Steamer must be presented to the Underwriter on or before the 15th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 9 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARROLL & Co.,  
[597]

Hongkong, 13th June, 1894.

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## The Share Market.

LATEST QUOTATIONS.	
BANKS.	
Hongkong and Shanghai Bank.—97 per cent.	buyers.
The National Bank of China, Ltd.—on £8.0.0.	per 100.—\$24 buyers.
The National Bank of China, Ltd.—Founders' shares, nominal.	
The Bank of China, Japan & the Straits, Ltd.—nominal.	
The Bank of China, Japan & the Straits, Ltd.—Founders' shares, 1/4 buyers.	
CHINESE LOANS.	
Chinese Imperial Loan of 1880 E.—11 per cent.	premium.
MARINE INSURANCES.	
Union Insurance Society of Canton—\$130 per share, sellers.	
China Traders' Insurance Company—\$66 per share, sellers.	
North China Insurance—170 per share, sellers.	
Canton Insurance Company, Limited—\$142 per share, buyers.	
Yankee Insurance Association—\$73, buyers.	
On Tai Insurance Company, Limited—15 per share.	
The Straits Insurance Co., Ltd.—\$121 per share, sellers.	
FIRE INSURANCES.	
Hongkong Fire Insurance Company—\$178 per share, sellers.	
China Fire Insurance Company—\$79 per share, buyers.	
The Straits Fire Insurance Co., Ltd., \$12 per share, buyers.	
SHIPPING.	
Hongkong, Canton, and Macao Steamboat Co.—\$25 per share, sellers.	
China and Manila Steam Ship Company—\$65, buyers.	
Indo-Chinese Steam Navigation Company, Limited—\$33, sales and buyers.	
Thames Steamship Company—\$50, sellers.	
China Mutual Shippers Co., Ltd.—(Preference)—\$6 per share, nominal.	
China Mutual Shippers Co., Ltd.—(Ordinary)—\$1 per share, nominal.	
REFINERIES.	
China Sugar Refining Company, Limited—\$162 per share, sellers.	
Luton Sugar Refining Company, Limited—\$48, buyers.	
MINING.	
Panjin Mining Co.—(Ordinary)—\$64 per share, sellers.	
Panjin Mining Co.—(Preference)—\$1.90 per share, buyers.	
The Kailash Gold Mining Co., Limited—\$4.60 per share, sellers.	
The New Hainan Gold Mining Co., Limited—\$1.90 per share, sellers.	
Société Française des Charbonnages du Tonkin—\$80 per share, sellers.	
The Jebeu Mining and Trading Co., Limited—\$3.60, sellers.	
DOCKS, WHARVES AND GODOWNS.	
Hongkong and Whampoa Dock Company—88 per cent. premium, sellers.	
Geo. Farwell & Co., Limited—\$21 per share, buyers.	
Hongkong and Kowloon Wharf and Godown Company—\$16 per share, sellers.	
Wanchai Warehouse Co., Ltd.—\$40 per share, sellers.	
HOTELS.	
Hongkong Hotel Company—\$114 per share, sellers.	
Hongkong Hotel Co.'s Six per cent. Debentures—\$61.	
The Shamsham Hotel Co., Limited—\$4 per share, sellers.	
LANDS AND BUILDING.	
The Kowloon Land Investment Co., Limited—\$10 per share, buyers.	
The Hongkong Land Investment Co., Limited—\$15, sellers.	
The West Point Buildings Co., Limited—\$25 per share, sales and sellers.	
Humphreys' Estate and Finance Co., Ltd.—\$14 per share, sellers.	
DISPENSARIES.	
A. S. Watson & Co., Limited—\$10, sellers.	
Dakin, Cluckshank & Co., Limited—\$14 per share, buyers.	
MISCELLANEOUS.	
Hongkong Dairy Farm Co., Limited—\$64 per share, sales and buyers.	
H. G. Brown & Co., Limited—\$3 per share, sales and buyers.	
Hongkong Rope Manufacturing Company, Limited—\$105 per share, buyers.	
Hongkong Gas Company—\$125 per share, buyers.	
Hongkong Ice Company—\$80 per share, sellers.	
Hongkong and China Bakery Company, Limited—\$40 per share, sales and sellers.	
The Hongkong Brick and Cement Co., Limited—\$53 per share, sellers.	
The Green Island Cement Co.—\$61, sales and buyers.	
The Hongkong Electric Light Co., Limited—\$4.75, sales and buyers.	
The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.	
The Hongkong High Level Tramway Co., Limited—\$65, buyers.	
Campbell, Moore & Co., Ltd.—\$4 per share, sellers.	
EXCHANGE.	
ON LONDON—Bank, T. T. .... 2/0 1/2	
Bank Bills, on demand ..... 2/1	
Bank Bills, at 4 months' sight ..... 2/1 1/2	
Credits at 4 months' sight ..... 2/1 1/2	
Documentary Bills, at 4 months' sight ..... 2/1 1/2	
ON PARIS—Bank, T. T. .... 2/1 1/2	
Bank Bills, on demand ..... 2/6 1/2	
Credits at 4 months' sight ..... 2/6 1/2	
ON INDIA—T. T. .... 190 1/2	
On Demand ..... 190 1/2	
ON SHANGHAI—Bank, T. T. .... 73 1/2	
Private, 30 days' sight ..... 73 1/2	
Sovereigns (Bank's buying rate) ..... 89.45	
Silver (per oz.) ..... 28 1/2	

## VISITORS AT THE HONGKONG HOTEL.

Mr. A. Andizore.	Baron and Baroness
Rev. S. A. Bylee.	Ladario.
Mr. P. C. Birch.	Mr. J. McElin.
Mr. & Mrs. J. Bilzias.	Mr. T. Mitchell.
Miss Cairns.	Mr. E. H. Parker.
Mr. S. W. Cartwright.	Mr. S. Rastomjee.
Mr. N. Chichester.	Mr. Saye.
Dr. V. D. Nenberg.	Mr. F. E. Shean.
Mr. E. H. Derrick.	Mr. T. Shireau.
Mr. A. Dietrich.	Mr. C. H. Starkey.
Mr. W. A. Duff.	Mrs. E. J. Stanham and
Mr. G. Fenwick.	child.
Mr. D. G. G. G.	Mr. and Mrs. Quong
Mr. J. K. K. K.	Tant and children.
Mr. G. W. Lake.	Captain G. Taylor.
Mr. R. Lyall.	Mrs. S. Tollenbach.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. J. S. P. P.	Mr. Dipple.
Mr. & Mrs. Chapman.	Mr. and Mrs. Andrews.
Miss Coe.	Mr. W. Parfitt.
Mr. Geo. Crofton.	Mrs. Perkins.
Lady Crofton.	Mrs. Robinson and
Mr. H. L. Dalrymple.	children.
Mr. Delbanco.	Mr. Shadgett.
Mr. J. Dowling.	Mr. F. H. Shaghek.
Mr. J. F. East.	Mr. & Mrs. A. Flindley.
Mr. Fullerton.	Smith and family.
Mr. W. S. Harrison.	Mr. Stokes.
Mr. Geo. Holmes.	Mr. G. L. Tomlin.
Mr. Jones.	Lieut. Welman.
Mr. MacLean.	Capt. & Mrs. Welman.
Mr. Medhurst.	Mr. J. G. Wright.
Capt. and Mrs. Moore.	

## MAILS EXPECTED.

**THE ENGLISH MAIL.**  
The P. & O. S. N. Co.'s steamer *Ravenna*, with the outward English mail, left Singapore on the 11th instant at 4 p.m., and may be expected here on the 16th.

**THE AMERICAN MAIL.**  
The O. & S. S. Co.'s steamer *Gallic*, with mails, &c., left San Francisco for this port, via Honolulu and Yokohama, on the 20th ultimo.  
The P. M. S. S. Co.'s steamer *City of Peking*, with mails, &c., left San Francisco for this port via Yokohama, on the 7th instant.

**THE CANADIAN MAIL.**  
The Canadian Pacific Railway Co.'s steamer *Empress of India* left Vancouver on the 5th instant for Yokohama, Kobe, Nagasaki, Shanghai, and Hongkong.

**THE AUSTRALIAN MAIL.**  
The E. & A. Steamship Co.'s steamer *Airline*, from Australia, left Port Darwin on the 5th instant, and may be expected here on the 14th.

## STEAMERS EXPECTED.

The steamer *Strathgordon* left Singapore on the 7th instant, and may be expected here to-morrow.  
The P. & O. S. N. Co.'s steamer *Canton* left Bombay on the morning of the 31st ultimo, and may be expected here on the 17th instant.  
The Nippon Yusen Kaisha Co.'s steamer *Dormida* left Bombay on the 8th instant, and may be expected here on the 26th.

## Shipping.

## ARRIVALS.

INDUMI MARU, Japanese steamer, 2,090, J. McKenzie, 13th June, Bombay 27th May, General.—Nippon Yusen Kaisha.	
SOOCHOW, British steamer, 990, J. Cooke, 13th June, Canton 13th June, General.—Butterfield & Swire.	
SYDNEY, French steamer, 2,133, Delacroix, 13th June, Marseilles 11th May, Singapore 7th June, and Saigon 10th, Malle and General.—Messageries Maritimes.	
RIVERSDALE, British steamer, 1,311, Ed. Peck, 13th June, Hongkong 10th June, Coals.—Jardine, Matheson & Co.	
FAIRY, Danish steamer, 397, C. L. Sirand, 13th June, Pakhol 10th June, and Holbow 12th, General.—Arnhold, Karberg & Co.	
PROBONITA, British steamer, 1,380, W. H. Farand, 13th June, Saigon 9th June, Rice, Hong Kong Co.	
MONKUT, British steamer, 859, Chas. Stobham, 13th June, Bangkok 7th June, Rice and General.—Yuen Fat Hong.	
FORMOSA, British steamer, 680, A. Hodgins, 13th June, Tamsui 10th June, and Amoy 12th, General.—D. Lapralle & Co.	

## CLEARANCES AT THE HARBOUR OFFICE.

*Soochow*, British steamer, for Shanghai.  
*Idumt Maru*, Japanese steamer, for Kobe.  
*Cardiganhire*, British steamer, for Nagasaki.  
*Hesperia*, German steamer, for Kobe.  
*Tartar*, British steamer, for Kobe.  
*Benader*, British steamer, for Kobe.  
*Sam Skoffeld*, German steamer, for New York.  
*Nanshan*, British steamer, for Swatow.

## DEPARTURES.

June 13, <i>Manila</i> , British steamer, for Singapore	
June 13, <i>Zafiro</i> , British steamer, for Manila.	
June 13, <i>Oceanic</i> , British steamer, for Macao, Amoy, and San Francisco.	
June 13, <i>Cardiganhire</i> , British steamer, for Nagasaki.	
June 13, <i>Exa</i> , British steamer, for Moji.	
June 13, <i>Chong Hock Kian</i> , British steamer, for Amoy.	
June 13, <i>Bullmouth</i> , British steamer, for Kobe.	
June 13, <i>Ningbo</i> , German steamer, for Canton.	
June 13, <i>Empress of China</i> , British steamer for Vancouver.	
June 13, <i>Melbourne</i> , French steamer, for Europe.	

## PASSENGERS—ARRIVED.

Per *Formosa*, from Tamsui, and Amoy—2 Chinese.  
Per *Sydney*, from Marseilles for Hongkong.—Mr. and Mrs. Meyer, and Messrs. Jeanquart, L. Gravata, and Michelot. From Aden.—Mr. Ah Ting and family. From Saigon.—Mr. M. Ortiz. From Marseilles for Shanghai.—Misses Estaline, Madeline, Caroline, and Messrs. Giraud and W. Westerman. From Singapore.—Mr. E. Bysack. From Saigon.—Messrs. Hugnot, and Blaise. From Marseilles for Yokohama.—Messrs. Maythoud, Joda, D. Okubo, Takida, Bard, and Sugihara. From Alexandria.—Mr. L. Tallers. From Colombo.—Mr. G. Gulik. From Singapore.—Mrs. Okako. From Saigon.—Messrs. C. Gilderman, Argil, and Miss C. Irtisselle.

## DEPARTED.

Per *Oceanic*, from Hongkong for Yokohama.—Mr. and Mrs. Chas. Grant, Mr. and Mrs. Eckley, Lieut. Markham, and Mr. B. Tomlin.  
Per *Empress of China*, from Hongkong for Shanghai.—Mr. and Mrs. J. J. de Larla, Miss Machado, Mrs. Judd, infant, and governess Mr. and Mrs. Dowler, Mr. and Mrs. Koff. For Nagasaki.—Mr. J. Stephens. For Kobe.—Mr. and Mrs. Ford. For Yokohama.—Dr. Herdon, Mr. and Mrs. C. W. Richards and 3 children, Mr. and Mrs. D. W. Craddock, Messrs. S. Tollenbach, Ed. Sims and Capt. Harrier. For Vancouver.—Mr. E. H. Parker. For London.—Dr. Cowie. Capt. Manifold, Messrs. Stern, R. E. Peake, and R. W. Bernard. For New York.—Mr. P. O. de Zegast (Spanish Consul). From Nagasaki for London.—Mr. A. F. Watt. From Yokohama for Vancouver.—Messrs. Rockefeller and W. P. Bliss. For London.—Messrs. W. G. Reddie, E. Smart, S. Hedderwick, R. Crawford and Major Adye.

## REPORTS.

The British steamer *Probonita* reports that she left Saigon on the 9th instant, and had fine weather and calm seas with south-west to south-east winds.  
The British steamship *Formosa* reports that she left Tamsui for Amoy on the 10th instant, and had strong south-westerly breeze and heavy rain to Ockley thence to Amoy had moderate south-westerly breeze and rainy weather. From Amoy to port had light variable winds and fine weather.

The British steamer *Mongkut* reports that she left Bangkok on 7th inst. from Bangkok to Palo Obi had light southerly winds and cloudy but fine weather. From Palo Obi to Cape Varella had light to moderate south-westerly winds and fine weather. From Cape Varella to port had south-westerly and southerly winds and fine warm weather.

## Post Office.

A MAIL WILL CLOSE—  
For Bangkok.—Per *Loe Sob* to-morrow, the 14th instant, at 9.30 A.M.  
For Saigon.—Per *Toyo Maru* to-morrow, the 14th instant, at 4 P.M.

For Swatow, Amoy, & Tamsui.—Per *Formosa* on Friday, the 15th instant, at 11.30 A.M.  
For Port Darwin, Thursday Island, Townsville, Brisbane, Sydney, and Melbourne.—Per *Manila* on Friday, the 15th instant, at 2 P.M.

For Straits and Calcutta.—Per *Lightning* on Friday, the 15th instant, at 2.30 P.M.  
For Manila.—Per *Yuenyang* on Friday, the 15th instant, at 4.30 P.M.

For Shanghai, Kobe, Yokohama, Victoria, and Tacoma.—Per *Victoria* on Tuesday, the 19th instant, at 11.30 A.M.  
For San Francisco.—Per *City of Rio de Janeiro* on Wednesday, the 20th instant, at 12.30 P.M.

For Europe, India, &c., via Bombay.—Per *Sutlej* on Thursday, the 21st instant, at 11 A.M.  
For Europe, &c., via *Bayern* on Monday, the 25th instant, at 2.30 P.M.

## SHIPPING IN HONGKONG

## STEAMERS.

AGENTS, French steamer, 290.—Geo. R. Stevens.  
BRANDER, British steamer, 1,297, C. K. McIntosh, 11th June, Saigon 7th June, Rice.—Gibb, Livingston & Co.  
BYDOND, Norwegian steamer, 771, C. Brekke, 8th June, Canton 8th June, General.—Widder & Co.  
CITY OF RIO DE JANEIRO, American steamer, J. E. Smith, 12th June, San Francisco 17th May, and Yokohama 5th June, Malle and General.—P. M. S. S. Co.

EMPRESS OF CHINA, British steamer, 4,003, R. Archibald, R.N.R., 5th June, Vancouver 14th May, Yokohama 29th and Shanghai 2nd June, General.—C. P. R. Co.  
FAIRY, British steamer, 117, Captain Stoppard.—Hongkong and Whampoa Dock Co.'s tug.

HAIPHONG, French steamer, 872, H. Galletti, 9th May, Haiphong 7th May, General.—Messageries Maritimes.  
HANOI, French steamer, 732, T. V. Chodsko, 8th June, Haiphong 4th June, and Holbow 7th, General.—A. R. Marty.

HOLSTEIN, German steamer, 1,103, J. Bruhn, 30th May, Saigon 25th May, Rice.—Widder & Co.  
HONGKAY, British steamer, 1,463, James Young, 5th June, Samarang 27th May, Sugar.—Jardine, Matheson & Co.

KIEL, German steamer, 831, M. W. Kufeldt, 7th June, Bangkok 31st May, Rice.—Melchers & Co.  
LIORNTUNG, British steamer, 2,124, K. H. Sandberg, 11th June, Calcutta 26th May, Penang 2nd June, and Singapore 5th, Optum and General.—D. S. S. Sons & Co.

LOKANG, British steamer, 978, N. Moncur, 10th June, Canton 10th June, General.—Jardine, Matheson & Co.  
MELBOME, Austrian steamer, 1,428, L. Brelich, 12th June, Trieste 21st April, and Singapore 6th June, General.—A. L. S. N. Co.

MEKUNIR, British steamer, 2,000, Hugh Craig, 11th June, Kobe 5th June, General.—Gibb, Livingston & Co.  
NANSHAN, British steamer, 805, J. Blackburne, 8th June, Bangkok 31st May, and Koh-chang 2nd June, General.—Bradley & Co.

NORMANHURST, British steam-launch, 55, Anchola, 1st June.—Sandakan 26th May.  
PRAYA, 130, Captain MacIsaac.—Hongkong Government Tender.

TYRREUS, British steamer, 2,202, H. E. Batt, 10th June, Singapore 5th June, General.—Butterfield & Swire.  
VICTORIA, British steamer, 1,992, John Panton, R.N.R., 8th June, Tacoma 15th May, Victoria 16th, Yokohama 11th June, Kobe 3rd, and Moji 4th, General.—Doddwell, Carrill & Co.

SALVADORA, Spanish steamer, 718, Aguado, 12th June, Hilo 7th June, Sugar.—Butterfield & Swire.  
SIBHAN, British steamer, 1,000, A. Murphy, 12th June, Saigon 8th June, Rice.—Bradley & Co.

STRATHDEE, British steamer, 1,705, Forsyth, 12th June, Hongkong 8th June, Coals.—Jardine, Matheson & Co.  
TARTAR, British steamer, 1,518, J. Bailey, 12th June, Singapore 5th June, General.—Doddwell, Carrill & Co.

TOYO MARU, Japanese steamer, 1,448, G. J. Edwards, 5th June, Saigon 1st June, Rice.—Doddwell, Carrill & Co.  
YUENANG, British steamer, 1,706, Waddilow, 12th June, Manila 9th June, General.—Jardine, Matheson & Co.

A. G. ROPES, American ship, 3,342, D. H. Rivers, 12th May, New York 19th Jan., Kerosene Oil.—Jardine, Matheson & Co.  
CALER CURTIS, American schooner, 35, Blake, 9th June, Yap (Caroline Islands) 29th May, General.—Order.

EDWARD MAY, American bark, 890, C. C. McClure, 28th April, New York 3rd Nov., Kerosene Oil.—Stewart & Co.  
EMILY REED, American ship, 1,489, Simmons, 8th June, New York 22nd November, Kerosene Oil.—Stewart & Co.

KITANA, British ship, 3,490, Smith, 9th June, New York 8th December, Kerosene Oil.—Jardine, Matheson & Co.  
LE SCHEFF, American ship, 1,776, Chas. S. Kendall, 17th May, New York 1st January, Kerosene Oil.—Reuter, Brochmann & Co.

MAIDEN CITY, British barque, 1,197, S. Montgomery, 30th May, Cardiff 5th December, Coal.—British Government.  
SELKIRK, British ship, 1,465, J. Steward, 9th June, New York 8th February, Kerosene Oil.—Stewart & Co.

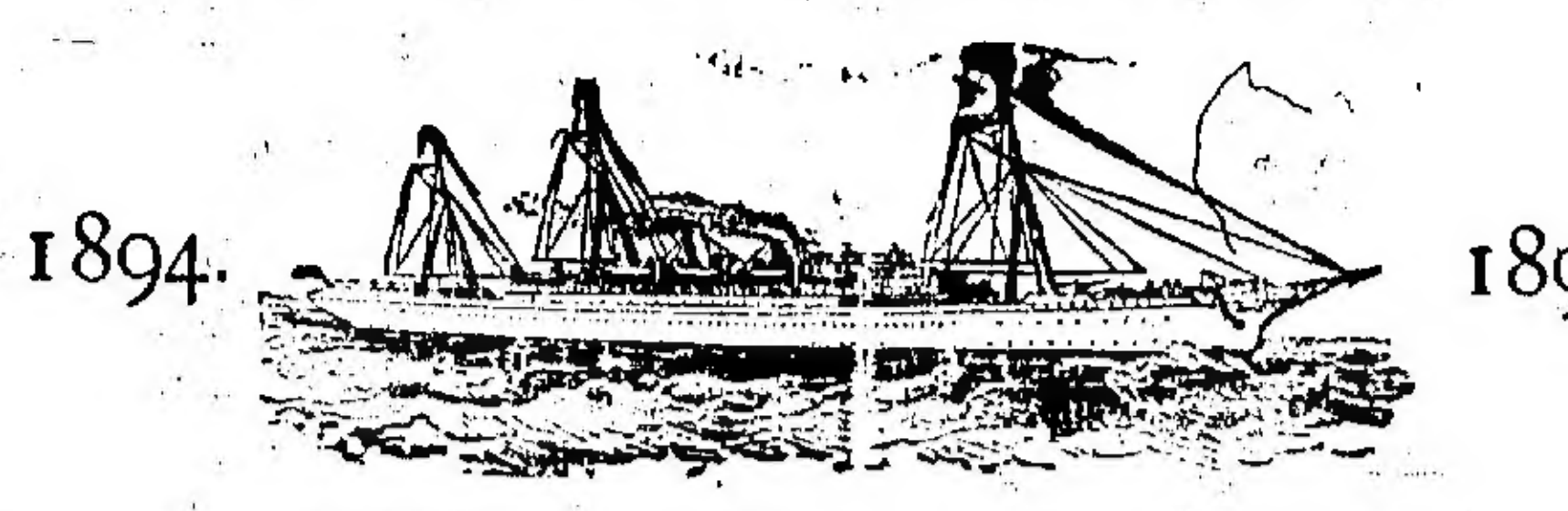
SERANAO, American barque, 597, R. G. Waterhouse, 1st June, Singapore 15th May, Timber.—Master.  
SHARPSHOOTER, British bark, 450, T. T. Watt, 21st May, Fremantle, W.A., 9th March, Sandalwood.—Order.

TACOMA, American ship, 1,673, Gaffy, 5th June, New York 3rd February, Cassia Oil.—Jardine, Matheson & Co.

## SAILING VESSELS.

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## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



**SAFETY. SPEED. PUNCTUALITY.**  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
*EMPRESS OF INDIA*—Comdr. O. P. Marshall, R.N.R.—WEDNESDAY, 4th July.  
*EMPRESS OF JAPAN*—Comdr. G. A. Lee, R.N.R.—WEDNESDAY, 25th July.  
*EMPRESS OF CHINA*—Comdr. R. Archibald, R.N.R.—WEDNESDAY, 15th August.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

EXCURSION TICKETS to San Francisco Midwinter Fair, CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 3 months, £100.  
The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.  
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 13th June, 1894.  
D. E. BROWN, General Agent,  
Padder's Street.

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
*Gaelti* (via Nagasaki, Kobe, Island Sea and Yokohama)..... Tuesday, 3rd July, at 1 P.M.  
*Belge* (via Nagasaki, Kobe, Island Sea, Yokohama & Honolulu)..... Wednesday, 1st Aug., at 1 P.M.  
*Oceanic* (via Nagasaki, Kobe, Island Sea and Yokohama)..... Tuesday, 2nd Aug., at 1 P.M.

THE U.S. Mail Steamship  
"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU ON WEDNESDAY, 26th June, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Hongkong, 2nd June, 1894.  
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight of Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 13th June 1894.